++ NEW YORK, TUESDAY, NOVEMBER 20, 1906, -Copyright, 1906, by The Sun Printing and Publishing Association

## GREAT CONGO CONCESSIONS

NOT ONLY RUBBER BUT COPPER AND RAILROADS.

Guggenheims Have Reports Which Lead Them to Expect Much From Copper Mining-Details Withheld Until the Belgian Parliament Votes Approval.

The concessions secured by American capitalists in the Congo Free State are much more comprehensive than has been indicated in the cables from Brussels and the statements made in this country since Thomas F. Ryan returned from abroad. They include not only exploitation of the india rubher resources of the State but a franchise to construct a railroad and mining leases over a territory rich in copper and half as large as Alaska. They mean, it is believed; the end of that exploitation of the Congo Free State by King Leopold which; while it has made the King and many of his subjects vastly wealthy; has led to protests from England and France and has aroused public indignation in most of the countries which took part in the Berlin conference of 1884. Those business interests of King Leopold in other words which, it is charged; have operated to the enslavement of hundreds of thousands of natives and to the torture or death of thousands besides pass out of his hands.

The consideration to King Leopold personally and to the Belgian Government, as well as the method of payment by the concessionaires, is withheld for the present, as are other details of the agreement. All the terms of the agreement are regarded as practically settled, for to all of them King Leopold and the Parliamentary leaders have agreed. But the Parliament has not formally voted approval, and until that is done there will be no detailed announcement from the New York capitalists who secure the concessions. It is expected that the formal approval of Parliament will be secured this week.

The rubber concession will go; as pre-viously announced, to the American Congo Company, which was incorporated after Mr. Ryan's return to this country. The concession gives the company the rubber resources over 8,400,000 acres of land, which in the past have been operated so profitably as to make King Leopold one of the wealthiest men in the world and to make independent fortunes for many of his associates. Interested in the company are Thomas F. Ryan, the Messrs. Guggenheim, Harry Payne Whitney, Edward B. Aldrich, son Senator Nelson W. Aldrich of Rhode Island, and John D. Rockefeller, Jr.

The same men are interested in the Continental Rubber Company, a crude rubber e neern, but it was stated officially yester day that the American Congo Company will be entirely independent of the Continental Rubber Company and of the United States Rubber Company, which is the largest manufacturer of rubber goods in the United States and also has a crude rubber

subsidiary. The persons interested in the American Cango Company with the exception of Measrs. Aldrich and Rockefeller have in hand the formation of a mining company to work the mining concession. The projectors of this company are confident that ion will not be at all less profitable than that for the extraction of

John Hays Hammond, general manager of the Guggenheim Exploration Company, who is probably more familiar with the mineral wealth of South Africa than any other American engineer, inspired the min-ing enterprise. Mr. Hammond got his first information concerning the wealth of the Congo while in South Africa, and this information has been very largely supplemented by researches made in the past year under his direction and that of A. hester Beatty, also of the Guggenheim Exploration Company

In this period expert mining engineers in the employ of the Guggenheims have prospected extensively in the Congo. They have, of course, been unable to examine all of the mining land of which they have heard, but they have found enough to convince their principals that there are accessible many rich mines of high grade copper ore. There is silver also and some gold, as well as other valuable mine als, but the principal reliance of the prospectors is on copper. It is accordingly to copper mining that the company will first devote

its energies. According to "Stevens's Copper Handbook," the recognized authority on copper properties, "the Congo Free State has cop-per measures of unusual promise that eventually should make important mines." The book adds:

"Existence of copper ore deposits, some of which are apparently of workable size and richness, have been known for years, but no mining worthy of the name has been done. The natives of the upper Congo dig a little iron and copper ore, and smelt them with charcoal in pits for the making of weapons and utensils. At Katanga there are several workable deposits, ore occurring Moako-Sayo a few small mines have been opened in limestone. Ore has also been found in Yambingo, at Manyanga and near the western shore of Lake Albert Nyanza."

There is thus no prior claim to the concession of the American capitalists. Whether or not the railroad concession is to go to the same persons who get the others none of those interested would say yesterday. It was learned, however that a separate company will be organized to exploit this concession, and that, no matter who finances the company, the course of railroad development will be in accordance with the desires of the rubber and

mining compar Alfred Beit, the associate of Cecil Rhodes, who made millions out of diamond mines, left \$6,000,000 by will to be used in the development of the railroad system of Africa along the line of the Cape-to-Cairo road. The new Congo Free State road will undoubtedly connect with the Cape-to-Cairo route, which runs through the Free State, and very likely will be the beneficiary of part of the Beit bequest

Congo Trap for Uncle Sam?

Special Cable Despa LONDON, Nov. 20 .- The Antwerp correspondent of the Telegraph says that the concession to an American company in the Congo Independent State is regarded as a clever move on the part of the Congo Government to involve American interests, in view of any international interference that may arise respecting the management of Congo affairs.

KAISER APPRAISES HIMSELF. He Is Optimistic, Progressive and Too Often Misunde

Special Cable Despatch to THE SUN. BERLIN, Nov. 19 .- The Kaiser's opinion of himself is revealed in a statement made by the poet, Ganghofer, about a lengthy conversation he had with his Majesty during the latter's recent visit to Munich. Talking over Ganghofer's writings, the Kaiser said that their optimistic tone greatly pleased him, as he himself was a thoroug optimist. Happen what might he would remain such to the end of his life. He lescribed himself as filled with joy in his work, He added:

"I want to go ahead. I will be happy if my people only understand my purposes

and support me."

The Kaiser complained of the distrust which every hard worker meets with, quoting a sentence from Ganghofer's Silence in the Woods' to the effect that one should not mistrust another without reason. Doing so wrongs the other and harms himself.

The same rule, he said, applies to politics. The German people have a future, whatever may be said, and consequently the Kaiser is always hurt on hearing the words "empire weariness." He works without weariness and thinks he is making progress.

The Kaiser next explained the reason for his fondness for travelling. He said his work was fatiguing and he must refresh himself with frequent change of scene. Therefore he regarded criticism in this respect and his nickname of the "travelling Emperor" as a good joke. He would not allow it to diminish his pleasure in seeing the world.

He regretted that many Germans did not know the beauty of their own country and said they ought to travel more, as to do so would tend to strengthen their love for their country. He regretted the complicated arrangements for his journeys. He would prefer to go automobiling alone, returning refreshed. Such recreation was doubly needful to a man of his calling, who had to fight so many misunderstandings, and all the more as a monarch is not allowed

personal independence. He added: When he succeeds in anything the world asks who advised him; when he fails it says he did not understand the matter. When I am doing things that are regarded as harm less when done by other princes the people demand the reasons. My only reply is that my acts are for the good of the German Empire and the German people.

The Kaiser consoled himself with the fact that he often found appreciation, especially during his journeyings.

SOOTHING THE FILIPINOS.

Good Effects of Governor-General Smith's Tour Through Southern Islands.

Special Cable Despatch to THE SUN. Manila, Nov. 19 .- The native newspapers omment in terms of high satisfaction upon Governor-General Smith's successful tour of the southern islands. They express assurance that his conservative speeches and the freely given and patient conferences that he held with the Filipino leaders will have the effect of soothing political antagonisms and securing support in the provinces for the central government.

Albert Judd, agent for the Hawaiian Sugar Planters' Association, who came to Manila last May to negotiate with the Philippine Commission with a view to inducing Filipino families to work on the tations sailed to-day for Honolulu with fifteen natives from the ovince of Iloilo. These are to learn sugar cultivation in Hawaii. Should the experiment prove successful other natives, with their families, are expected to follow.

Gov. Smith will devote two days to the Island of Leyte. He will traverse the disaffected districts, penetrating the Pulajane strongholds, hearing petitions, discussing requirements with the municipal officials and observing the accomplishments of the political pacification committee appointed by former Gov. Ide during the recent Pulajane outbreak.

KING SAVES; TRADESMEN KICK. Edward's New Italian Major-dome Royal House on Business Lines

LONDON, Nov. 19.-There is an incipient revolt among the select body of tradesmen known as royal warrant holders owing to the strict business methods of an Italian who was recently put in charge of the King's usekeeping arrangements. It was decided that the Board of the Green Cloth, which controlled the victualling department of the palace, was far too extravagant, and hence the engagement of a former hotel proprietor, who was instructed to manage the royal household on ordinary

The royal tradesmen complain that the new chamberlain pays them just what he thinks fit. This is not exactly the case, for the new manager follows a fixed system in paying accounts. He keeps posted on the wholesale prices of all commodities and informs the tradesmen that 10 per cent. profit is quite enough for them. Any-

way, that is all that he will pay. The warrant holders reply that with high rents and taxes this is quite insufficient to cover expenses. They are now contemplating combined action in throwing up their royal warrants unless the majordomo's policy is abandoned.

DEER SEEKS DIVERSION IN CITY

Leaps Through Show Window, Then Away to Woods Through Butcher's Shop. NEW LONDON, Conn., Nov. 19.-Bank street, one of the busiest thoroughfares

in the city, was the scene this morning of centric capers by a wild buck deer. The animal entered the city from the Pequoit Colony, swimming across Shaw's Cove. Becoming alarmed at the throng of teamsters and pedestrians he made a dash across Bank street, cleanly vaulting a pair of horses attached to a truck and making

a beeline for the plate glass window in Max Lewyant's jewelry store. Mrs. Lewyant, who was alone in the store, was paralyzed with fright, but before she realized what had happened the deer turned about and plunged through

the shattered window to the street. A large crowd had collected and the deer, finding his path blocked, made a leap over the heads of the astonished onlookers. He ran into the front door and then disappeared through the rear door of a meat market, then away over fences and across yards to the woods of Mont-

STEAMERS CRASH; FORTY LOST

VESSEL WITH SEVENTY-NINE ON BOARD GOES DOWN.

Mate, Who Was in Charge, Ran His Vessel Across the Bow of a Freighter that Had the Right of Way, After Being Warned-Six Women Among Those Lost

SEATTLE, Wash.; Nov. 19 .- The little Sound steamer Dix, on the Port Blakeley-Seattle route, with a list of eighty passengers and crew, collided with the Alaska Coast Company's steamship Jeanie last night at 7:24 o'clock two miles north of Alki Point and sank, carrying forty-two of her passengers and crew to the bottom of the

The Jeanie was in command of Capt. P. H. Mason. The Dix was outward bound, in command of Parker A. Lermond, who was acting in the double capacity of captain and purser. C. Denneson, mate, was at the wheel of the Dix when the collision occurred

The Jeanie pulled out from the Great Northern docks almost as the Dix left the Fiver dock for Port Blakeley. They approached each other on converging lines and for a moment or two before the accident were steaming side by side.

The Jeanie slowed down and for the Dix to pass. To do so it was necessary for the smaller vessel to pass across the Jeanie's bow from port to starboard. In passing the mate of the Dix put her hard to starboard instead of to port. The captain of the Jeanie noticed the error and at once reversed his engines, and was already backing away when the impact came

The Dix was almost spitted on the bow of the Jeanie, then she heeled over into the sea, righted steadily and then sank stern There was no time to put out a boat, no

time for men to go to the rescue of women. The Dix's stern thrust itself into the smooth sea and, with a parting hiss of escaping steam, disappeared in a wild whirl of water. The tragedy that has deluged Port Blakeley with grief was over in a moment. The Jeanie was under such slow speed

when the collision occurred that she was soon standing by and had her boats out to the rescue of those in the water. After hours of search, at nearly 11 o'clock,

she turned her head toward Virginia street dock with thirty-eight survivors aboard The Dix's passengers were nearly all residents of Port Blakeley, who were bound for home after spending the day in Seattle.

The Government launch Scout, the tug Tyee, sent out by the Alaska Coast Company, the Jeanie and relief boats sent out by the local newspapers searched the scene disaster for any bodies that might have come to the surface or have drifted to adjacent shores.

The Dix lies in about 600 feet of water, with most of her dead imprisoned in her

Hurled from the deck of the steamer into the cold waters of the sound when the Jeanie crashed into the doomed craft Manuel Reipeto and Bazzintia Garcia, two Filipinos, swam to Pier 14, a distance of six miles, where they were dragged up on the dock more dead than alive. The men were standing on the deck of the Dix when she crashed into the Jeanie and the force of the shock threw both overboard. Both yelled for help when in the water, but they were not heard. There was no wreckage to which they could cling and they commenced to swim for their lives. For the first few miles both bore up well,

being expert swimmers. After some time, however, they became numb with cold and their movements became more and more sluggish. When almost ready to give up the struggle the lights on the Seattle docks loomed up in the distance and they took heart. The fear of death and hope of rescue lent strength and

they reached the dock.

The survivors, as far as seen, without exception put the blame for the disaster on Mate Dennison, of the Dix. Capt. Leermond explained that he was not in command of the vessel at the time, owing to the fact that on the Dix he does the double duty of master and purser. He was col-

lecting tickets at the time. "I cannot fathom Mate Dennison's action," said the Dix's captain. , "It was a case of criminal carelessness. Why he should have attempted to cross the Jeanie's bow is something I cannot see. The Jeanie had the right of way."

James McBane, a survivor, said: "The Dix simply tried to run across the bow of the Jeanie. She was clearly to blame. When the vessels came together I jumped overboard. I saw no other means of escape. I was picked up about five minutes later."

WE CANNOT USE JERSEY WATER. Court Says New York Has No Right to Pipe Away Streams of Sister State.

TRENTON, N. J., Nov. 19 .- The Court of Errors and Appeals unanimously sustained to-day the decision of Vice-Chancellor Bergen holding constitutional the Bachelor act of 1905 prohibiting the diversion of potable waters of New Jersey to other States. The suit was brought by the Attorney-General at the relation of the State Geologist to enjoin the Hudson Water Company from carrying out its contract to supply Staten Island with water taken from

the Passaic River at Little Falls. Although not deciding some of the important questions raised collaterally in the argument, the decision is construed as a severe blow to the large water companies of New Jersey both by asserting the sovereignty of the State in its waters and leaving open the question as to the right to sell water by a company under a

charter filed with the secretary. The decision declares that "the common law recognizes no right in the riparian owner, as such, to divert water from the stream in order to make merchandise of it"; also that New Jersey "has not, by statute, changed the rule of the common law so as to make the water of our lakes and streams the subject matter of commerce in the

Finally, the Court says: "The legislative policy has been to preserve and administer our water rights for the benefit of our own people, to whom by right of proximity and sovereignty they naturally belong. The State of New York or the people thereof have no inherent right to withdraw a supply of water from the territory of New Jersey by artificial means."

BROOKLYN FACTORY FOR SALE

GEORGIA CAYVAN DEAD. Six Last Years of the Actress's Life Spent

in an Asylum. Georgia Cayvan, the actress; died last night in the Sanford Hall Sanitarium in Flushing. She had been there for six

years suffering with paresis and finally became almost blind. The proceeds of a benefit which was arranged for her at the Broadway Theatre on January 13, 1903, when it became known that her savings had been exhausted, were enough to take care of her until she died.

At the time of her retirement from the Lyceum Theatre company in 1894 it was said that Georgia Cayvan was the most popular actress on the American stage. Her appearances with the company in New York and her travels as its leading actress throughout the United States had gained a widespread following for her, especially among women, with whom she was always a particular favorite. Her career was practically confined to the years of her activity at the little theatre in Fourth avenue, as she appeared for only two seasons as a star before ill health compelled

She was born in Maine in 1856 and went to Boston as a child. She studied elocution after leaving school and travelled through the New England towns as an elocutionist Steele Mackaye, who heard her recite it those days, offered her a place in the Madison Square Theatre Company, but she refused it, as the stage did not then appeal to her. She decided later to make the attempt in Boston, and appeared there first as Hebe in "H. M. S. Pinafore" with the Boston Ideals. After a year in comic opera she came to this city and made her New York début in 1879 at the Madison Square Theatre as Dolly Dutton in "Hazel Kirke." Later she appeared in the title rôle and in 1881 she played Daisy Brown in "The Professor," which succeeded "Hazel Kirke." In the meantime she had appeared as Jocasta in a performance of "Œdipus Rex," given under George Riddle's management at Booth's Theatre. Before she went to the Lyceum Miss Cayvan played in "The White Slave" at the Fourteenth Street Theatre, and in

The Romany Rye"at Booth's. She acted in some revivals of its former répertoire at the Union Square Theatre and appeared in David Belasco's "May Blossom" at the Madison Square and in "Old Shipmates" at the Fourteenth. After that she was a star in "La Belle Russe, and in 1887 made her first appearance at the Lyceum Theatre as Minnie Giefilian in "Sweet Lavender." During her successful career at the head of the Lyceum Com-pany she was seen in "The Wife," "The Charity Ball," "The Idler," "Nerves," "Lady Bountiful," "Squire Kate," "Americans Abroad," "Old Heads and Young Hearts," A Woman's Silence," "The Amazons, An American Duchess," "A Sheep in Wolf's Clothing" and other plays.

Miss Cayvan lived for three years in retirement before her illness. named as corespondent in the divorce case brought by Mrs. O. S. Teall, and although she was completely vindicated by the proceedings that followed, the accusation aggravated her illness. She was removed to the Flushing Sanitarium in December, 1900, and failed steadily from the time she was taken there.

M'CARREN MAN GOES IN As Head Brooklyn Street Cleaner, in

Place of Clarke, Transferred. has transferred William Clarke, the assistant superintendent who had charge of the affairs of the department in Brooklyn, back to Manhattan, and has put in his place Assistant Superintendent A. A. Taylor, who is said to be close politically to Senator P. H. McCarren, the leader of the Kings county Democracy. Mr. Craven also announces that he has picked out deputies for both Brooklyn and The Bronx, but he is not ready yet to make their names public. Clarke gained his first spurs in the department when, under Col. Waring, he

cleaned up the East Side below Fourteenth street. As a reward for his work he was promoted to the control of the Brooklyn end of the department. It was owing to a request on the part of the Mayor in the recent campaign that he be transferred that Commissioner Woodbury, resigned. The request was made in the Mayor's office in the presence of McCarren.

When Mr. Craven was appointed he announced that there would be no politics in the department, but his transfer of Clarke coupled with his intention to appoint deputies in Brooklyn and The Bronx, was taken in the City Hall yesterday to mean that maybe there would. His first move after his appointment was to accept the resignation of Deputy Commissioner Gibson, who had refused to have dealings of any kind with politicians. Both Waring and Woodbury were able to keep politics out of the department by having but one deputy, with whom the politicians found it impossible to do business.

PRESIDENT TO BE BACK SUNDAY

speed of the Louisiana Enables Him to Return Two Days Ahead of Time. WASHINGTON, Nov. 19.—President Roose-

velt sent word to the White House to-day that he and Mrs. Roosevelt would be back in Washington two days ahead of the time fixed in the travel schedule arranged before their departure for the Isthmus of Panama. This saving has been made possible by the unexpected speed displayed by the battleship Louisiana, on which the President and Mrs. Roosevelt are now proceeding from the Isthmus to Porto Rico.

In the message received at the White House, which was addressed to William Loeb, Jr., secretary to the President, it was said that the President and Mrs. Roosevelt had enjoyed their trip greatly and expected to make such good time on the homeward voyage that they would reach Washington on Sunday.

The Louisiana is due to arrive at Pon ce Porto Rico, on Wednesday morning, and she will leave the island that evening for Wolf Trap light, at the mouth of the Rappahannock River, in Chesapeake Bay, where the President and those with him will be transferred to the cruiser yacht Mayflower, on which the run to Washington will be made.

Prince to Be Yankeefied Prince Robert de Broglie, now of the vaudeville stage, applied yesterday in the Federal Building for first citizenship papers. Dan O'Reilly, whose ancestors were kings in Ireland, escorted him.

THE 20TH CENTURY LIMITED. TO CHICAGO IN 18 HOURS. Leaves New York 3:30 P. M., arrives Chicago 8:30 neat morning—a night's ride by the NEW YORK CENTRAL LINES, America's Greatest Railroad." A dozen other fast trains to Chicago and St. Louis.—Ads.

TOM COOPER KILLED BY AUTO.

FAMOUS DRIVER RAN HIS MA-CHINE INTO ANOTHER.

Helen Lambert, Show Girl, and Daniel Barkalow, Merchant, Have Fractured Skulls-The Other Machine Owned by R. A. Strong Was Standing Empty.

Tom Cooper, the bicycle rider and experi hauffeur, was instantly killed last night in head on automobile collision in Central Park. The accident occurred on the West Drive, 300 feet from the Seventy-seventh street entrance. Two women and two men who were with Cooper were thrown onto the pavement by the overturning of their auto and badly hurt. One man was unhurt and disappeared. The others were taken to Roosevelt Hospital.

The two women gave their names as Virginia Vernon of 835 North avenue, Jersey City, and Helen Lambert, a show girl, living at the Hotel Wroxeter, 137 West Forty-fifth street. The man was Daniel Barkalow, a New York merchant living in Paterson. His skull is fractured and so is Miss Lambert's. Virginia Vernon has a broken leg. She gave the names of the

The car struck by Cooper's machine was wned by Richard A. Strong, a woollen manufacturer living at 204 West Fifty-fifth street. Mr. Strong and F. S. Howells of Port Washington, a Worth street cloth merchant, had been driving alone through the park with Louis Cadwell and the mechanician. Thomas Dunn. When the machine reached the point opposite Seventy-seventh street on the West Drive the gasolene gave out and Dunn set out to find some. Mr. Strong and Mr. Howells were walking along the drive waiting for him to return.

They heard the noise of another machine coming over the hill above where they were stalled and then saw it bearing down on their machine at a rate which Mr. Strong said wasn't less then forty miles an hour.

The driver either didn't see the standing auto or couldn't make the turn to avoid it. His machine struck the Strong machine a corkscrew blow which hurled it to one side and upset the flying machine altogether. The men and women who were in it were hurled in all directions.

The yark police called two ambulances and called for the reserves from the West Sixty-eighth street station. Detective Bresnan arrived shortly at the head of a dozen cops. When the two Roosevelt Hospital ambulances and five surgeons arrived they said that Cooper had been killed instantly. The two injured women and one man were taken to the hospital. One man was unhurt disappeared.

Mr. Strong and Mr. Howells were immediately arrested and taken to the Arsenal station, although they protested that they were in no way responsible for the accident. Coroner Shrady ordered their release.

Thomas Cooper, who won many prizes and championships as a bicycle rider, was born about 38 years ago in Detroit. He took up bicycle riding when he was about 15 and made a particular hit when he met Eddie Bald, then the champion, in a half mile race at Battle Creek in 1894. He beat the champion and startled the bicycle riding almost at its highest and Cooper began to make money

He was unlike most of the bicycle riders in that he was not a prodigal spender of money When he made his first considerable sum of money out of bicycle riding, he sent it back home to Detroit so that his mother and sister were able to go back to his mother's birthplace in Scotland.

In 1900 Cooper won the National Cycling Association championship, which carried with it the title of professional champion of the world. He kept at the bicycle game with greater or less success for two years more and left it with a considerable sum of money. He returned to Detroit and put his money into real estate. His father and a married sister lived in houses owned

In 1902 Cooper entered with Henry Ford into a combination that produced the famous 999 automobile, one of the fastest cars of the day. Cooper was not given to racing much and was only a careful, clever young man in his connection with the sale and handling of automobiles. He continued with Henry Ford for two years and in 1904 went to take a position with the Matheson Automobile Company of this

Only a little while ago he made a record of 51 4-5 seconds driving a Matheson touring car straightaway for a mile with a load of seven persons in it. It was an unusual feat and one that called forth admiratio for the skill of the driver.

A Matheson car was entered in the elimnation to select the American team for the Vanderbilt cup races a short while ago and the company hired an Italian named Mongini to drive its car. Some one asked Charles A. Singer, a shrewd business man head of the Matheson company, why he did not have Cooper drive the carefor him. in view of the fact that Cooper was such a fine driver.

"Why, sir," was Mr. Singer's answer, "one can get racing drivers almost any-where. A man like Tom Cooper is much too valuable to us to let him risk his life in a

Cooper was worth between \$60,000 and \$80,000, all of which he had made out of his prowess as a bicycle rider and as a driver of automobiles. He was unmarried.

GERMAN NEW WOMAN ON TRIAL Mannish in Rig, She Defends Herself and Repeats Attacks on Police. Special Cable Despatch to THE SUN

HAMBURG, Nov. 19 .- Dr. Anita Augspurg. ce-president of the Women's International Suffrage Alliance, was arraigned to-day on the charge of libelling the police in a newspaper article. She is a mannish looking woman with short hair. She wore knickerbockers in court, where she conducted her own case from the dock.

She has had frequent conflicts with the police, notably at Weimar, where a policeman arrested her, believing that she was a man wearing women's clothes. A crowd struggled to gain entrance to the court.

and Dr. Augsperg accused them of perjury.
This led to a wrangle, during which voices in the court room shouted: "What do we in the court room shouted: "What do we care for women! Throw them into the Elbe! We don't want woman rule!" The trial will probably last for several

days.

GREAT BEAM SPRING WATER. "Its purity has made it fampus."-Ada

CARNEGIE GIVES \$1,000,000 To Further the Cause of Internations

Peace-The Income Only to Be Used.

Sr. Louis, Nov. 19.-Congressman Richard Bartholdt left this morning for New York at the invitation of Andrew Carnegie, who has promised to turn over to him \$1,000,000 to be used in furthering the propaganda of international peace. The matter has been under consideration for some time. Before Mr. Bartholdt started for New York he told several friends of the plan and expressed hopefulness

as to the result of the work. One of these friends who would not permit his name to be used, said that the money had been definitely promised and that the present visit of the Congressman to the ironmaster is to arrange for the transfer of the fund and for the formation of the peace bureau, which will have charge of the campaign. Only the income of the fund will be utilized. This income will amount to \$40 000 or \$50 000 a year.

It will be expended in an effort to direct public opinion in favor of arbitration as a means of settling disputes between nations. The scope of the work will be world wide, and those nations which are oftenest engaged in wars and threats of wars will receive the most attention. Literature will be scattered, meetings will be arranged and all the motion of the ship, were sitting near by. possible means will be adopted to encourage a sentiment against war and bloodshed.

NEGROES THREATEN TILLMAN. Appeal to Chicago Blacks to Prevent Him

From Lecturing Rouses Police. CHICAGO, Nov. 19.-Negro leaders are planning to prevent the appearance of United States Senator Benjamin R. Tillman at Orchestra Hall, November 27.

An appeal was made to-day to "all brave and liberty loving Afro-Americans in this city to assemble at Orchestra Hall and prevent Ben Tillman from speaking there.' The call appeared in the current issue of

the Broadar, a negro paper. Steps have been taken by the police to prevent trouble. Senator Tillman is to ecture for the benefit of the Chicago Union Hospital. IMPRISON CANADIAN SEALERS.

Guard Ship Selzes Fogbound Schooner on the Coast of Uruguay. OTTAWA, Nov. 19.-The Government has een notified that another Halifax sealing chooner is in trouble with the Government of Uruguay, South America, the vessel being the Gertrude, commanded by

It appears that four of the crew were out sealing some distance from the Uruguay coast, and, overtaken by fog pulled for shore, only to be seized by a Uruguayan guard ship. Though it is far from clear that they were in the waters of Uruguay. the four men were made prisoners an are now in jail in Montevideo awaiting trial The Dominion Government has been asked to intervene in their behalf and is investi-

apt. Ryan.

penalty of a long imprisonment.

FIVE DEAD IN HOTEL FIRE of Hotel Windsor, Regina, Manitoba.

REGINA; Manitoba, Nov. 19.-The Hote Windsor, the largest in this city, was destroyed by fire to-day and five people were burned to death. There were fiftyfive guests in the hotel at the time of the

The dead are W. Musster, manager of the Regina Milling Company; L. Musster, assistant manager; Donald Walker, day porter; Robert Johnson, well borer; Harry Jones, a hotel employee.

Several others were burned, some of whom are expected to die. The cold weather hindered the work of the rescuers. The loss is \$100,000.

METEOR BARELY MISSED SHIP.

Skipper Lund of the Harry Morse Tells of Big Star Zigzagging After His Bark, BOSTON, Nov. 19.-After a passage of seven months from Portland, Ore., the bark Harry Morse was towed up the harbor to-day. Her skipper, Capt. Lund, told of the escape of the vessel from de-

struction by an enormous meteor.

"It was before daylight on the morning of October 18," said Capt. Lund, "when we were in latitude 11 degrees 50 minutes north, longitude 46 degrees 20 minutes west, that the meteor, with a flaming tail, came zigzagging out of the southern sky We feared it would strike the vessel or go close enough to set her on fire. On it came and struck the water with a roar and sizzle

like the noise of 100 cannons." COLD WAVE COMING.

Drop of 20 Degrees in the Temperature Predicted by Weather Bureau.

WASHINGTON, Nov. 19 .- A drop of 20 degrees in the temperature in the Atlantic coast States is the prediction made tonight by officials of the Weather Bureau. The cause of this drop is a cold wave which has been sweeping over the West and is now approaching the Eastern States. In this section, however, it will be felt only as a spell of seasonable weather. The temperature is not expected to fall below 40 degrees, and there is little likelihood of any snow, though some rain may fall.

SPECIAL PANEL FOR THAW.

Will Be Ordered to Report in Part of General Sessions on Dec. 3. The District Attorney will ask Judge

O'Sullivan of the General Sessions to-morrow to order a special panel from which may be selected the jury that will try Thaw for the murder of Stanford White.

The special panel will be ordered to re port to Part I. of General Sessions on December 3. This settles definitely the date for the beginning of the trial. The trial will not be held in that part of General Sessions which is occupied with motions and pleadings, but Recorder Goff, who is to try Thaw, will exchange with some other Judge.

One of the counsel for Harry Thaw denied a report yesterday that the alienists em-ployed by the defence had reported that he was insane at the time of the shooting. no report.

After all, Usher's the Scotch that made the highball famous. -Adv.

DEWEY'S SAUTERNE AND MOSELLE.
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## TOSSED BABY INTO THE SEAS

PRICE TWO CENTS.

NURSE GOES STARK MAD ON THE NIEUW AMSTERDAM'S DECK.

Lifeboat's Crew Caught Only One Glimpse of the Helpless One-Year-Old on the Crest of a Wave, but Searched for

Hours at the Frantic Mother's Prayer.

Rosa Naegle, a governess and nurse of Berne, Switzerland, returning to this city from a visit to her native land, won the hearts of all the women and children in the cabins of the new Holland-America steamship Nieuw Amsterdam, in yesterday from Rotterdam and Boulogne. She embarked at the latter port and straightway walked right into the affections of the youngster and their mothers. She said she had been in the service of some of the most prominent New York families and that she never was really happy unless she had children about her. Dr. Kelly, surgeon of the Nieuw Amsterdam, look ed upon her passion for children as somewhat in the nature of

monomania. On the afternoon of the fifth day out from Boulogne, November 15, in mic while the liner was plunging through white crested three storied seas, the young governess saw on the deck below her (she was a first cabin passenger) a group of children of the second cabin playing ring games. Some of their mothers, who could stand Miss Naegle ran down to the children and began dancing with them and singing in.

German their folklore melodies. Occasionally she picked up one of the mallest and held it arms' length above her head, while it crowed and gurgled She seemed to be especially fascinate by one-year-old Aaron Guvowski, who was too unsteady on his chubby pins to form a link in the juvenile circle and contented himself with a place inside. The mother of Aaron was a bit puzzled at the ferfor of the young woman over a strange baby; but, motherlike, she guessed that the remarkable beauty of the infant had been irresistible to the governess.

Presently the mother's face took on look of alarm. The governess had grabbed up the baby and was pressing it to her osom as if it were her own child. Then she ran to the ship's rail and laid the little one on is. The mother ran toward Miss Neegle just as the governess, with a laugh heard over half the ship, raised the child high in her arms and tossed it into the tossing seas. Then she turned on the mothers and let out a series of shrieks that sent them and their little ones scampering for protection.

At first it was thought that she intended o make a sea sacrifice of others, as she ran after the children. But before she had gone half across the deck she was seized by officers, who locked her up in a cabin She had gone stark mad.

They are quick and courageous on the Dutch ships, and within a few minutes after the baby had vanished over the side volunteers, in charge of Second Officer Byl, had nanned a lifeboat, swung swiftly from the davits over the starboard quarter and gating. It has been learned that the were being lowered into the tumult. A sailor who had seen the maniac governess's Sovernment of Uruguay contemplates prodeed had thrown a life buoy after the child hibiting sealing in territorial waters under to guide the rescuers in their search. Passengers in cabin and steerage who thronged the rails and saw the lifeboat laboring up hill and slipping down dale were fearful

that the gallant Dutchmen would be engulfed. The mother, who had collapsed, revived in about half an hour and went to the rail herself. The liner, meanwhile, was circling the buoy, which was plainly visible, as the air was clear. After the boat had been battling an hour with the waves for the baby's life the second officer indicated by a motion of his hands that there was no hope. Once he had seen the little one, apparently unconscious, tumble over on the top of a comber. That was the first and last view anybody got of him after he

was thrown into the sea. The boat's crew expected at the end of this hard hour's struggle to be recalled to the ship. But the distracted mother had gone to Capt. Bonjer and pleaded on her knees for the baby's body. She said she knew that the child was dead, but she wanted to take the body to the father out in Fargo, N. D., who had never seen the baby, that was born soon after he left Russia. The captain signalled to the second officer to continue the search. After two more hours the boat gave up the search and returned to the ship. The crew was nearly exhausted. In this period the liner had steamed repeatedly around the lifeboat and every officer and passenger was strain-

parently rational before night. She said she could not explain why she had killed the baby. She declared that she was extremely fond of it, having frequently caressed it on the preceding days of the trip, and that she supposed she was the victim of an uncontrollable impulse. Dr. Kelly said it was a case of emotional insanity Miss Naegle says she is 27 years old and has spent six years in this city in the home of well to do families. She is pretty and talks English with only slight accent. She

sailed from New York for her home in

Berne six months ago for a vacation, she

Miss Naegle became quite calm and ap-

ing his eyes to find the baby's body.

said, but it is suspected that there was something wrong with her mentally then. Mrs. Guvowski is 35 years of age. Her other children, Grodno and Jacob. with her. She said that her husband had been driven out of Russia just before Aaron was born and had gone to North Dakota and bought a farm. He had written her many letters about the baby and, the mother said, was "wild" to see it. He had prospered and could afford to pay their way in the second cabin and send them overland

as many Americans travel The ship's purser said that the governess had got up many games for the children on other days of the trip and that they seemed to idolize her as much as she did

BIG STEAMER IN TROUBLE. Signals of Distress Noted From Holyhead

-Lifeboat Puts Off to Her. Special Cable Despatch to THE SUN.
HOLYHRAD, Wales, Nov. 19.—A large steamship in a disabled condition; supposed to be a passenger boat, is showing signals of distress off here. A lifeboat has been sent out to her assist-

Up to the time of sending this despatch the lifeboat has not returned and nothing can be learned as to the identity of the

A flerce gale is raging in the Irish Sea.

Burnett's Extract of Vanilla best by test, perfectly pure, con-